

Connecting Redmond

Introduction



connecting
REDMOND

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INTRODUCTION

This document includes materials that are intended to further illustrate or provide a more detailed interpretation of a design concept developed for the downtown as part of the “Connecting Redmond” planning effort. The development of the design concept is outlined below. Each section of this document includes a brief introduction describing the content of the section and its intended use or purpose.

Concept Development and Description

As part of the Downtown Transportation Master Plan, the study team developed and presented a set of three Downtown Master Plan concept packages to the public. A preferred concept was identified by the public at the January “Connecting Redmond” workshop. These concept packages represented logical groupings of the different elements explored during Council study sessions in 2001. The framework for development of the concepts included the vision statement for downtown and seven guiding principles, the key elements of which can be summarized as follows:

Vision Statement

“ ...to reclaim our downtown as an economically healthy, people-friendly place, enhanced by the movement of pedestrians, bikes, cars, and a diversity of businesses...”

Guiding Principles

Circulation: A plan for Downtown Redmond should contribute to a comfortable pedestrian environment and address the issue of through-traffic.

Parking: Parking in Downtown Redmond should be available for businesses, residents, and visitors and should support the pedestrian environment and the viability of transit in the downtown.

Transit: A plan for downtown transit service and facilities should attain the goal of having transit, pedestrians, bicycles, and carpools comprise a significant share of the commute trips to and from Downtown Redmond.

Parks and Open Spaces: A successful Downtown Redmond should include parks and open spaces that create a sense of place, are linked, and serve a variety of purposes.

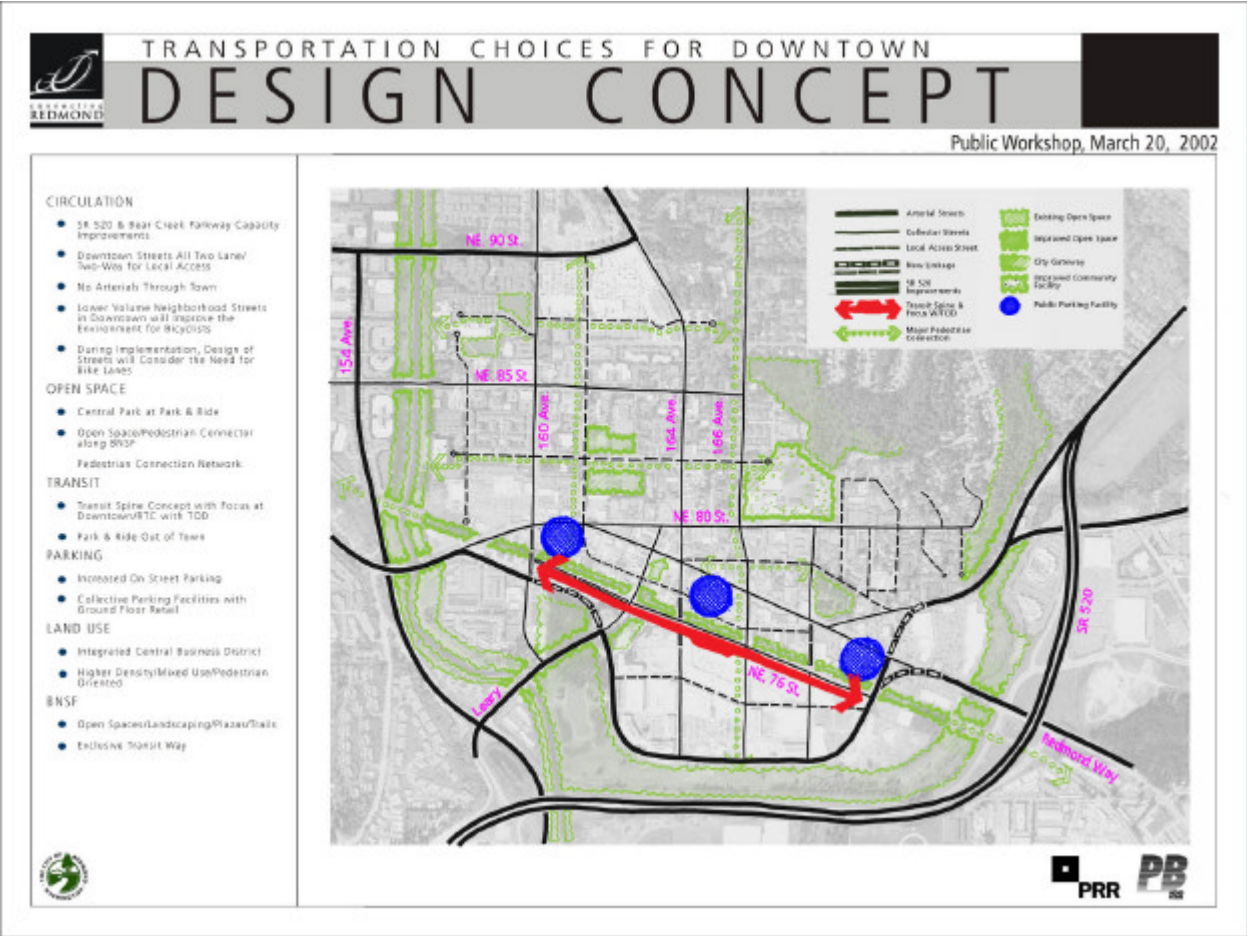
Land Use: Downtown Redmond should include a variety of land uses that meet the residents’ needs for employment, housing, shopping, recreation, entertainment, and cultural and community activities.

Redmond Way and Cleveland Street Couplet: Future improvements to Redmond Way and Cleveland St. should contribute to and reinforce this area as Redmond’s “Main Street”.

Railroad Right-of-Way: Any design for the BNSF right-of-way should take full advantage of this asset.

At the January 2002 workshop there was strong consensus on what should be included as the principle elements of a preferred concept. The majority favored the concept illustrated in Figure 1).

Figure 1 - Design Concept



Concept Features

Circulation

- SR 520 and Bear Creek Parkway improvements for pass-through traffic
- Downtown streets all two-lane/two-way for local access
- No arterials through town
- Lower volume neighborhood streets in Downtown will improve the environment for bicyclists

Open Space

- A “Central Park” at the existing Park-and-Ride lot
- Use of BNSF as a major open space and pedestrian connection
- Pedestrian connection network

Transit

- Transit spine concept with a focus at Downtown/RTC with TOD
- Park and ride located outside of the downtown

Parking

- Increased on-street parking
- Collective parking facilities with ground-floor retail uses

BNSF

- Open space/landscaping/plazas/trails
- Potential use for transit vehicles